



- LEGEND**
- FAR Part 77 obstruction surface
 - TERPS surfaces
 - OEI surfaces
 - See below for further explanation

NOTES

- FAR Part 77 Civil Airport Imaginary Surfaces - Used by FAA to determine obstruction status. If obstruction standards are exceeded, FAA performs further aeronautical study to determine hazard status.
- TERPS - Obstacle Clearance Surfaces (OCSs) protecting published instrument procedures as defined in FAA order 8260.3B, *US Standard for Terminal Instrument Procedures*. In FAA studies, this is the most common factor for determining hazard status.
- Obstacle Accountability Area (OAA) for One-Engine Inoperative (OEI) - An emergency procedure developed by individual airlines to establish air service capability. When performing obstruction evaluation studies, FAA does not recognize OEI as a factor for determining obstruction status or hazard status.

Note: The relationship between Part 77 obstruction standards, TERPS and OEI surfaces are different at different locations. At some areas, TERPS and/or OEI surfaces can be lower than Part 77 obstruction standards.

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Figure 1
**CONCEPTUAL DIAGRAM OF
DIFFERENT TYPES OF AERONAUTICAL FACTORS
RELATED TO BUILDING HEIGHTS**

Airspace Analysis - Composite OCS model
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